The magazine for all those who love Free Flight

THE BFFS DIGEST

December 2019



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- *Inaugural E36 State Champs*
- *2019 FF WORLD CHAMPS*
- *Club comps to end 2019*
- *Indoor Peanut Scale*
- *2019 Christmas Party*
- *Construction Corner - QDP!*
- *Looking Back*
- *2020 Flying Calendar*

20189 - 2020 Management Committee

President	John Lewis
Vice-President	Kathy Burford
Secretary	Malcolm Campbell
Treasurer	Dale Jones
F/F Admin	Graham Maynard

Enquiries regarding the BFFS Inc should be directed to

The Secretary, B.F.F.S. Inc
77 Freshwater Circuit Forest Lake QLD 4078

Editor and Newsletter Publisher
Malcolm Campbell
77 Freshwater Circuit FOREST LAKE QLD 4078
Phone:- 3278 7164 Email :- actrain@ozemail.com.au

Club web page
Currently we don't have one - any volunteers?

The Motor Boys (the late Ron Chernich's) **web page**
http://modelenginenews.org/bffs/index.html

Contributed articles dealing with matters of interest are published from time to time in BFFS Digest.

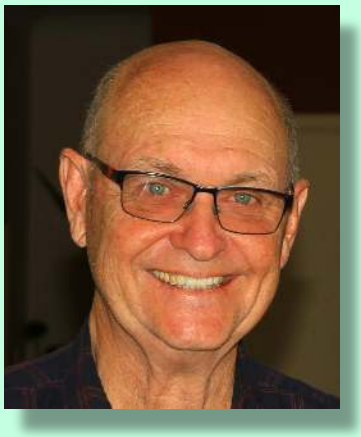
The Brisbane Free Flight Society Inc. is not necessarily in agreement with any article in the newsletter.

Articles printed herein are published in order to promote discussion amongst members as well as any enquiries.

COVER PAGE:

Kathy Burford has become the one to watch in E36, both at the State and National level. Kathy convincingly won our first Q'ld State Championships for E36 and also placed second to Craig Hemsworth's F1B in the AFFS Champs' Combined Percentage. Earlier she placed second in the E36 fly-off at the 71st Nationals at West Wyalong.

PRESIDENT'S REPORT



2019 provided lots of flying opportunities with local and interstate contests as well as some overseas trips for a few of our club members. This year we experimented with a couple of pre-season trimming days that were popular so we have included more of these opportunities in our 2020 calendar. Another idea we are trying for 2020 are three general flying days one for each category (Rubber, Power and Glider). These are not meant as contest days but rather an opportunity to trim and fly similar models on the field.

Although entries have been lower than a few years ago we did get 10 entries in E36. For many years we have been hoping to encourage juniors to try free flight and I am pleased to say we now have 3 junior members. Indoor was well attended this year until the last day when we only had 3 contestants flying Peanut Scale. Outdoor events were plagued with many windy days forcing us to postpone a few events however we managed to complete our program.

We have added a couple more reserve days for 2020 in case we need to again postpone some events. Currently our Coominya field is very dry but on the plus side there is no long grass to walk through and the adjacent paddock that is usually partly covered with a lagoon has completely dried up giving us more space to fly depending on the wind direction.

Regardless of your level of interest there are numerous flying opportunities next year with local events including Indoor, club events, state championships and Dalby team trials. As well there are interstate events at Narrandera and West Wyalong including the Nationals and overseas events in the USA that regularly attract some of our members.

I would like to thank Malcolm for the wonderful contribution he makes producing both the BFFS Digest and Free Flight Down Under as well as Dale who does lots of the behind the scenes organising of our fun days including prizes and catering .

Merry Christmas to our members and hope you get the opportunity to build some new models over the Christmas break.

John Lewis
President

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REMEMBER

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS:

Text Jesse 0417 077 781

"BFFS on the field".

EMERGENCY LOCATION ADVICE – phone 000

BFFS Flying Field Coominya

We are on a large open paddock. Entry is via a gate on left hand side of Banool Road Mt Tarampa, if you are travelling west. ***(Banool Rd comes off Watson's Road that comes off the Coominya - Esk Rd.)***

GPS coordinates of the gate are:

27º 26' 74.7" South 152º 26' 28.2" East

My name is _____

And my mobile is:_____

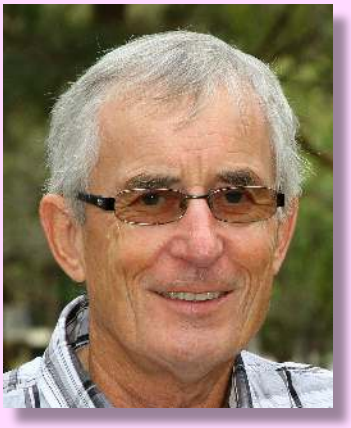
SECRETARY'S REPORT

Well, it's the end of another successful year for the BFFS. Personally, Kathy and I feel a little bit weary now, and no doubt the effort of getting ready for and competing in the World Championships has taken its toll.

There's a lot of preparation beforehand and there's a job to be done once you get there. So it's not a holiday and most days are pretty long. I still remember my first World Champs, in France in 2013. That was a real buzz, whereas Mongolia in 2015 was an adventure into the unknown. Moving on to 2017, Hungary failed to deliver in some regards whereas USA in 2019 delivered in spades. All venues were packed with very serious modellers prepared to give it their all. Being on flight lines with over 100 flyers is a significant thrill. So I can't say I haven't enjoyed it. It's just hard to stoke up the fires for the myriad of events that our club has to offer. And to commence building or even repairing seems all too hard at the moment. I'm hoping over Christmas that this might change.

Of course, I continue to invest so much of my time in the two newsletters I produce - I have to remind myself there are other things in life. So there's a balance that has to be found. I was involved recently in a free flight Facebook thread that broached the "free flight burnout" issue, and that thread generated over 120 comments - so it's real.

I hope our senior flyers who have been troubled by illness this year find a



modelling avenue more gentle in 2020, and to all members I wish you a very Merry Christmas and a happy, healthy and safe New Year.

Cheers,
Malcolm Campbell

LETTERS TO THE EDITOR:

Another great edition.
Doug (Airflow editor)

Wow! You can never have too many photographs; just to answer a question you asked. You guys certainly do some flying up in QLD. Mike Pettigrew

As always I am in awe of the work that you do with this and hope you get great satisfaction from doing it and many compliments for doing it. Elaine H (Editor MGCC Octagon)

I have just finished reading the new Newsletter from cover to cover, and as any true blue Aussie would say - another bloody good effort mate! I like the cover photo - it's nice that Indoor features on the cover. The Hanger Rat is such an iconic Indoor model. Great selection of photos that enhance the reports and other articles. I think the contest reports you merge together from the both of us read very well and give a more comprehensive report - top marks on your editing skills. And you did a great job dressing up the "Looking Back" article as well - I guess that's what an editor does, makes average things look great.

John Lewis

Beautiful work Malcolm. I always enjoy reading your newsletter and seeing your photography. Wonderful! Thanks for sharing it.
Bruce Grawburg (Phoenix Model Airplane Club, Arizona USA)

Thank you very, very much for your generosity. I always had great respect and special feelings toward people like you, Bruce G (our editor) and some others that do a similar job keeping alive and preserving our hobby. Not only that, you give your time and shorten building and flying time to give to society your priceless great Newsletter . The Digest is great, informative, educational and to me entertaining too. Please keep it going, we like it very much.

Enes and Jasna Pecencovic
(Phoenix, Arizona)

I must say, the job you do with the newsletter is absolutely sensational!!! The photo of the Pink Elephant, revived fond memories of mine getting a 1260 at the Albany Nationals in 1980. I don't do it anymore, but reading about those who do, gives me great pleasure :-) Kevin Brenton

Once again you have managed to complete a whole afternoon's reading in your tremendous newsletter. You certainly have great organisational skill. I'm sorry I've not been able to send you more photos, although as you know I did look out for those oldies for John to give you to insert. When I'm feeling better I shall endeavour to be more helpful. In the meantime, thanks to you and everyone else who contributes to your fine archive.

John and Kath French

Awesome thanks... Slowly getting back into a bit of modelling.

Phil Smith NZ

E36 STATE CHAMPS



Coominya
25th August 2019

Kathy Burford was in fine form on the day

Report and archived photos by Malcolm Campbell



Malcolm Campbell's backup Joulebox III

We had a good roll-up for the inaugural E36 State Champs, and the biggest number of entries ever for an E36 event at Coominya – it reminded me of the enthusiasm we had for Big Bird (our CdV event of years back). Ten flew with two or three more that could have flown but were sidelined by ill health or model problems.

Weather was excellent but the wind direction changed a lot during the morning taking some uncomfortably close to the trees and small dams. Brian Taylor's model skilfully flew through the trees and out the other side, but he was not alone. John Lewis's model actually struck the top of the trunk of the tallest tree but continued flying. My model DT'ed over the trees drifting north-west to safely land amongst the worst of it. In retrospect, the flight line should have been moved as there were a lot of trees and a few dams that threatened our fun when the wind direction turned that way.

And there was a lot of carnage too; that surprised me. Model damage and mechanical failures aside, we still ended up with a pretty close competition. It's hard to write a good report and take photos when you are flying and also timing for your partner and you're both trying to win. This was the case for Kathy and I, and John and Ben Lewis. It's hard to see what's going on all over the field. So here's what I saw.

Peter Nash's model was really showing promise and he put up some very good scores but his second flight put paid to a podium finish. Des Slattery faltered at the start but flew well after his first flight, his Lime E displaying a great glide. Des, being the ultra-enthusiast was seen trimming his Pearl after the event. He also flew a twin electric RC pusher foamy before the event (to hype himself up) and afterwards. I even had a go and we both nearly lost it in a thermal. Graham Maynard's Elmann 3 let him down again, losing its stab on the first flight, sustaining damage


Brian Taylor had every reason to look happy - 3rd place, with lowly 1806N power


Peter Nash showed promise


Des Slattery's Lime E flew well


Ben Lewis- good height, robbed by glide

that caused him to retire. I think I saw him bring out his usually trustworthy Pearl 202 but he didn't put in any scores. John Lewis had a bad time with his partially trimmed OD Spectrum, the model climbing steep without roll to the top of its climb before descending just as steeply. He hadn't installed the RDT so the boom was broken in 2 places on impact. He returned with his Pearl but only managed a 9 sec flight. The model then maxed but went backwards from there.

Ron Munden's BMJR Sparks model recorded just one flight, the motor falling out on the glide! No matter what Ron did to resolve the series of problems he then encountered, he didn't record another flight. Ben Lewis recorded a string of consistent flights but only one max – he was getting consistently good height but suffered in the glide - I heard him mumbling about no prop brake and why hadn't Father John programmed that into his model, because it sure affected his times. I think that will be resolved pretty quickly. Larry Brownlow put in a string of consistent flights but they were all a minute short – he really needs to reward himself with a proven design and a more powerful motor – I know he'd enjoy such an upgrade.

So that covers all of the day's excitement. Well, most of it. Disaster struck for Kathy at the start of her 3rd flight. A bad launch had her best model heading fast towards the ground, not unlike John Lewis's crash. Luckily I stopped the motor with the RDT but it was too close to the ground to arrest the speed of its steep descent with the second button push (to DT). So it hit hard breaking the wing at the dihedral joint. Exit one model. Kathy reached for her 1806N-powered Apache II and found it liked the air.

I had to retire my best model when the servo decided to unravel its gears after a very inspiring test flight before the event. So I flew my older Joulebox III and, while happy with it, I just didn't pick lift consistently. Luckily, I got refocused in the last two flights to max them. So what happened to Brian? Well, Brian did what Brian does. He turned up with a perfectly trimmed model, having made many visits to Coominya to get it just the way he wanted it.


John's backup model nearly saved him


Time for a new model to match your skills Larry


Graham's backup model misbehaved

So, at the pointy end, Kathy and Brian were going head to head stringing together three maxes apiece. Kathy would go on to max out. Brian dropped his last two flights, the final one quite badly. The first allowed Kathy to claim first place and the second opened the door for me to leap frog into second place. **Interesting fact:** 10 models flew, each was a different design.

Albert Fathers and Craig Hemsworth were there too, checking their models for the World Champs, something I should have been doing too but hey, this was the Queensland E36 State Champs, and I wasn't going to miss that! It was a very enjoyable day although most of us went home with a few things to attend to. Like our Big Bird contests of years ago E36 may just become a Queensland speciality.

Malcolm Campbell

E36 RESULTS

Entrant	F1	F2	F3	F4	F5	TOTAL	PLACE	Name	Maxes	Model
Kathy Burford	120	120	120	120	120	600	1	Kathy	5	Apache II
Malcolm Campbell	114	120	90	120	120	564	2	Malcolm	3	Joulebox III
Brian Taylor	120	120	120	114	53	527	3	Brian	3	OD CdV
Peter Nash	120	66	120	120	91	517	4	Peter	3	OD Eclipse
Des Slattery	48	120	120	103	101	492	5	Des	2	Lime E
Ben Lewis	98	99	71	120	93	481	6	Ben	1	OD Nu-Skool
John Lewis	9	120	108	75	83	395	7	John	1	Var'n Pearl 202
Larry Brownlow	61	56	67	67	67	318	8	Larry	0	OD Watt's Up
Ron Munden	63	DNF	-	-	-	63	9	Ron	0	BMJR Sparks
Graham Maynard	39	DNF	-	-	-	39	10	Graham	0	Pearl 202
Maxes per round	3	5	4	4	2				18	



2. Malcolm Campbell 1. Kathy Burford 3. Brian Taylor



Kathy Burford, in form again


Malcolm's model flew well, too well. OOS.

We were down on numbers for this low key Sunday, with Graham Maynard still recuperating from surgery, William and Dale Jones preferring a day off as William's regular hospital visits were wearing them out, and Des Slattery was on great grandfather duties up on the tableland with Noela and the Slattery family.

Only John Lewis, Kathy Burford and Malcolm Campbell had P20s to fly, John Lewis and Brian Taylor had Frog models ready, and Malcolm had a vintage Bugaboo and his 20 year old Pink Elephant to play with if he found time. Mark Armour had an F1G to trim and was pleased to display his latest F1G, yet to be covered and still 11 g underweight! Brian Taylor and Larry Brownlow had Open Rubber models to sort and John had his FatBoy 2 (Yankee 4) to play with.

With a northerly wind direction, we were able to set up on the lagoon paddock, away from cattle, fences and trees. The P20 competition lost appeal to John when he recorded 45 secs on his first flight. Malcolm spent time getting Kathy's model trimmed and it easily maxed its first flight. Kathy was lucky on her second flight, stopping the watch at 1:00.66! Malcolm's test flight on half turns easily maxed so his first recorded flight maxed from great height. Kathy's final flight didn't handle the power burst at the start but settled down as the torque came off to achieve good height and a third max.

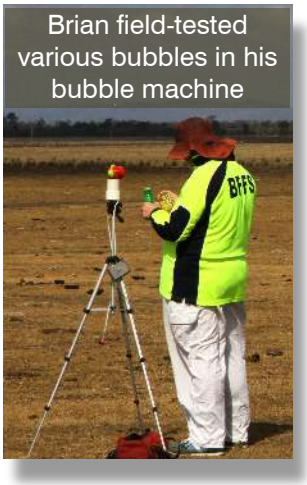
There were some spells that were quite windy (6 – 7 m/sec) so we had to wait for calmer periods. Malcolm's second flight was put in at 11 am (pretty late for a P20) and it climbed strongly in good air. Binos were needed to keep it in sight after the prop run and then disaster – the DT went off but the model only stalled and bumped around, appearing not to lose height. Malcolm tried to stay under it and Brian and Kathy watched it for 5 minutes, until the little model went OOS.

Kathy and Malcolm later walked the line towards Kentville for 2.7 km, returning after 2.5 hours without luck. Isn't it always the good ones you lose? Of course if he'd not launched with full turns so late in the morning, he'd probably still have the model. Drat!

Brian's little Frog Junior Series Dart Kitten trimmed off nicely and he recorded a number of good flights when the air was calm. John's larger Senior Series Frog Linnet only managed 1 max in the category in which it flew, giving Brian the win.

I also saw John preparing to fly FatBoy 2 and Larry working on his Open Rubber model but I saw no other flights. ...*Results on next page*


Brian's model flew well in the quieter patches


Brian field-tested various bubbles in his bubble machine

September comp results

P20 RESULTS

1	Kathy Burford	60	60	60	180
2	Malcolm Campbell	60	60	Lost	120
3	John Lewis	45	-	-	45

FROGGY RESULTS

					Best 2 Total
Brian Taylor	9	7	23	24	2 X max
John Lewis	30	51	28		1 X max

Junior Series Low Wing = Max 20 seconds
Senior Series Mid/High Wing = Max 45 seconds

Col's Vintage Rally, LSq/100 & No Frills Wakefield



COOMINYA 13th October 2019

Report and photos by John Lewis

We had good weather with light winds but attendance was down. A few potential starters were in the USA completing at the World Free Flight Champs and the Bathurst motor race was also happening on that day while a couple of others were attending family birthdays etc.

Des as might be expected arrived with a vehicle full of vintage models however the **LSq /100** Wakefield event was the focus of attention at the start of the day. Des was quickly in the air soon followed by Brian Taylor while John was having difficulties getting his RDT to operate. Although the winds were generally light the direction was constantly changing, still models remained inside the paddock for their 3 minute flights.

Des quickly established a comfortable lead with 3 good flights. Brian had one really good flight but missed the lift on his other flights.

John was unable to get his DT operating (turned out to be a faulty servo) and elected not to fly since his new model was built to replace the last one he flew and lost without a working DT.



LSq/100 winners



LSq/100 Results

Name	Flight 1	Flight 2	Flight 3	Total	Place
Des Slattery	136	180	180	496	1
Brian Taylor	105	180	84	369	2
John Lewis	-	-	-	-	

The next event flown was **No Frills Wakefield** with only John and Des having eligible models. John started well with a max but found sink on his second flight. Des like John maxed his first flight but landed outside the paddock and part way into the dried up lake.

Following a recent stint in hospital Des elected not to continue in the No Frills event after his strenuous retrieval. Mati Tabur came along as an interested spectator and helped out with time keeping.

Mark had his new 80 gm coupe ready for testing while Mark's son Alex had a new P30 he had built, but incurred some damage before getting it trimmed. John did some E36 testing while Des flew a vintage power model.

By lunch time the wind speed had increased and although still flyable we decided to call it a day.

No Frills Wakefield Results

Name	Flight 1	Flight 2	Flight 3	Total	Place
John Lewis	180	132	180	492	1
Des Slattery	180	-	-	180	2

100 g Coupe and A1 Glider

COOMINYA 20th October 2019

Report and photos by John Lewis

100 g Coupe

The wind prediction indicated light winds till 9am with a spike in wind speed and a 180° wind change. For once the prediction was accurate, with the wind arriving at 8.45 am that threatened to cancel the rest of the day's flying. By 9 am however the wind speed had returned to around 2 meters per second, ideal for the A1 gliders.

We had 4 entries in the 100gm coupe event. Models were all homemade and were mostly the same models flown in the Big Bird contest of some years ago. Mark had a refurbished older model with a new wing and stab. Both Des and Brian flew their old designs while John used his Tumbleweed 6 design. The first round incorporated the 3 minute super max with 60 seconds of banked time in the event of a fly off. As it turned out there were few maxes and therefore no fly off.

John's model performed well recording 3 maxes including the super max. Brian was second scoring one max with some other good flights. Mark was still trimming out his model and it was the first event he has competed in for some time.

Des as usual enjoyed himself finishing with his best flight of 100.

Name	Flight 1	Flight 2	Flight 3	Total	Place
John Lewis	120 (180)	120	120	360	1
Brian Taylor	104	120	78	302	2
Mark Armour	66	88	107	261	3
Des Slattery	64	50	100	214	4



Brian Taylor's model box



Mark Armour's super-light coupe

A1 Glider

We just had the 3 entries in the A1 event (straight tow glider) as Des has been advised his towing days are over. Des, Max and new comer Mati provided timing and launching support. John's first flight suffered from too tight a turn on his first flight but performed better on the next two flights after a rudder adjustment. Mark's model also improved with each flight and his son Max also had a go at towing. Brian's model (an Aeromodeller Super Max design) continued to misbehave on the tow as it has previously, so it seems it needs some more work before the next event.

Des decided to trim his P30 and managed to lodge it high in "Graham's Tree". Fortunately it had fallen to the ground unscathed before we all arrived with the retrieval kit. This was another small attendance day but an enjoyable day nevertheless with good flying conditions. The recent rain has provided a nice green surface of short grass.

Name	Flight 1	Flight 2	Flight 3	Total	Place
John Lewis	65	120	120	305	1
Mark Armour	39	94	103	236	2
Brian Taylor	52	-	-	52	3

Open Rubber and P30 State Championships

COOMINYA 24th November 2019

Report and photos by John Lewis

It was a case of third time lucky with reasonable flying weather after postponing these two events that were originally set down for September and then again in November.



Des Slattery looked the hot favourite for OR



Mark Armour was quick to find Des's trouble

On arrival at 7 am there was a slight breeze from the south but soon after we set up near the old farm machinery the wind direction turned 180°.

We decided to fly **Open Rubber** first to make the best use of the light conditions. John's first flight suffered on the glide with one prop blade folding on top of the wing recording a sub max however the model still landed outside our flying field in the dried up lagoon paddock. As the morning progressed, most models landed in the lower paddock where the failed crop was being harvested by a number of cows. Des was looking like the guy to beat as he easily achieved his second max with a number of broken strands and a two minute twenty-one second motor run.

One should never count their chickens, or should that be cows, as Des' model landed right in front of a cow that jumped back in fright. Perhaps seeing Des' model as a gift of food from heaven it chomped away on one of Des' prop blades. Perhaps it didn't like the taste because it looked like it stomped on the other blade. Apart from the destroyed blades the model was unscathed. Ron Munden got away to a good start with his model in obvious lift only to have it DT prematurely and sub max by 2 seconds. Unfortunately Ron was unable to fly his model again after a component failure. Brian made 3 reasonable flights but no maxes - perhaps he was just avoiding long retrieves. John's next two flights maxed and he was able to advance past Des who had to use his old LSq model with his Open Rubber model now out of action. The direction of the drift and light winds made for easy recovery of the 3 minute class models.

It was after 9 am before anyone recorded **P30** times and by then the wind speed had picked up to around 3 m/sec. Alex was away first in strong lift and was lost from sight while on DT decent. Fortunately the model was located without too much difficulty. John also had a good flight that landed in a similar location as his first Open Rubber flight. Max, Brian and Des all sub maxed their first flight with Des being the closest to a max score. Max Armour recorded the only second round max while Des again scored the highest sub max score for that round.

John had broken the fuselage on his ageing Rubicon model after a motor broke while winding and pinned his hopes on his reserve model. He was unsure of the timer setting and wound on some excess to make sure, resulting in a three minute plus flight that ended up a long way down wind. Fortunately the gates to the various paddocks were all open allowing for a vehicle retrieve. Although the wind speed increased to around 5 m/sec, there were sufficient lulls allowing for good flying opportunities. However, lift was difficult to find.

It was nice to see both Alex and Max (both juniors) in the winners' circle flying in their first contest. The effects of the drought were clear with hardly any grass and hard ground to set up the winding stooges. Still it was good to complete our free flight program for 2019 in what turned out to be a warm but enjoyable day.


Alex Armour launches his P30 while father Mark times


Max Armour launches his P30

OPEN RUBBER RESULTS

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	164	180	180	524
Brian Taylor	134	177	158	469
Des Slattery	180	180	78	438
Ron Munden	178	-	-	178

P30 RESULTS

Name	Flight 1	Flight 2	Flight 3	Total
John Lewis	120	93	120	333
Alex Armour	120	68	97	285
Max Armour	77	120	60	257
Des Slattery	108	102	44	254
Brian Taylor	56	91	69	216


P30 winners


Open Rubber winners

BFFS MEMBERS FLY AT THE FAI F1 WORLD CHAMPIONSHIPS

at Lost Hills California October 2019

Report and photos by Malcolm Campbell



Lost Hills is certainly different in October - lift is trickier with smaller diameter powerful thermals with big downers to offset the fun. Kathy and I arrived on 6 October and spent a few days to adjust our clocks. Albert Fathers and Craig Hemsworth flew in a few days later, setting up on the field in RVs while we enjoyed the 3 star "luxury" of Days Inn.

The US World Champs team did a great job setting up the field for such a large event. All their preparation was rewarded because the events ran like clockwork. Albert sure felt the pain of not packing gaiters – the grass seeds dug into his unshielded socks and shoes – he found some later, at Walmart. The Aussies set up their RVs on the field like a wagon train, circling their 5 RVs for evening socialising. Gary Pope was in Motel 6 and the rest of our team was in Buttonwillow. Comms were satisfied by WhatsApp on our phones.

My report covers what our club members did at Lost Hills. " Free Flight Down Under" has the full report of Aussie activities and achievements. We spent the days leading up to the Sierra Cup, adjusting to the northern hemisphere field, trimming for the different conditions and tightening or fixing anything that vibrated loose on the trip over.



Albert was pleased to fix this

The temperature was a little cooler than back home with nights cooler still. I experienced trouble with my new GPS, with batteries failing to last more than 3 hours. The Pyxis agent was fortunately there and replaced the acknowledged faulty items. But that was not before a glorious 4 minute late evening test flight, with no GPS signal. Luckily Kath had a good line because the sun had gone down by the time I picked it up.

With conditions predicted to be calm and hot, tomorrow's Sierra Cup would serve as an essential "ice breaker" to the main event. To avoid confusion, events either side of the World Champs were flown with maxes reflecting the Championship format of 2 x 240 secs then 5 x 180 secs. FOs would be on the same day.

Saturday 12th October SIERRA CUP FOR F1A: There was minimal breeze in R1 with some wind shear on the way up. The early drift took models towards the parked cars but it shifted 180 degrees for the later rounds with some 90 degree changes during the rounds. Phil Mitchell did well to make the FO; I failed to max the two 4 minute rounds and Albert was plagued by a tight glide circle in the early rounds. Launch heights from the top LDAs were amazing with many close to 120 metres.



Albert helps Phil with a quick model changeover

Fly-offs were large – 38 were in the 6 min FO at 4 pm, dropping to 33 in the 8 min FO at 5 pm. There were still 19 in the 10 minute FO at 6 pm! Per Findahl won with Swedish team mate Robert Hellgren third and Israeli Ittai Shichman in second place.

Sunday 13th October SIERRA CUP FOR F1B and F1C: A series of wise line relocations put the schedule back 1.5 hours, making Sunday run overtime. So the rounds were cut to six. There was lots of flying over two flight lines – B and C in one and all the AMA classes unobtrusively off to one side a couple of hundred metres away. The day was warm with light wind. Craig Hemsworth had a very bad day with low scores and prop damage from a DPR failure. Richard Blackam made the second FO but it ended there for him.

I didn't see much of F1C but it seemed the paparazzi couldn't see


Craig Hemsworth and Vin Morgan set up their F1Bs


Shannon Tolmie had the support of all the Aussies

enough of Sasha Babenko, who launched her Raptor with elegant ease. I believe there were the customary first comp crashes but I only saw one when a long engine overrun caused wing failure and a major rebuild. The final FO was scheduled for 7.15 am the next day, with our Shannon Tolmie flying off against Serhiy Katyba – Slava versus Babenko!

Monday 14th October SIERRA CUP FO for F1B and F1C and 10 rounds of Minis: The final F1B FO saw both Gilad Mark's (ISR) and George Batiuk's (GER) models stalling, but George launched earlier and stalled better, winning by 26 secs with a time of 4 mins 48 secs. The F1C FO was more exciting because there was an Aussie in it, Tamworth boy Shannon Tolmie! Shannon launched first, a good launch, good height and a very stable glide. Ukrainian Serhiy Katyba took a while to get his motor started and when he launched his wings didn't unfold correctly, causing him to DT the flight to avoid damage. Shannon had won. He DT'd high and early to land at 5 mins 18 secs.

The Minis for the Sierra Cup and Kotuku Cup were flown concurrently, with 90 minute rounds, enabling 10 flights to be made in very calm and hot conditions. Only F1G and F1H were flown; there were no entries for F1J. The Sierra Cup E36 competition attracted 6 flyers, all from the USA. They flew 5 flights at 10 secs before changing to 5 sec engine runs for the next 2 min flight with the 7th flight a 3 min max. Clint Brooks won with a perfect score, so it was Joulebox 1st, OD Leepin' Lizzard 2nd with an Apache 3rd. E36s also ran in the Kotuku Cup where Jack Murphy won (Leepin' Lizzard).

Tuesday 15th October: Today we took it easy. With alphabetic Registration, we were second cab off the rank at 9.15 am. The Goodies Bag handed out to all competitors and helpers was exceptional. Inside the very useful small red cooler bag, decorated with the World Champs logo was a T shirt, scarf, lip balm, a SCAT beer mug (for the free Oktoberfest a the field), an ID badge and strap, a pen and local store discount vouchers. We had brunch at Denny's and then rested all day before enjoying evening drinks and a nice Denny's dinner with friends.

Wednesday 16th October: The Ladies Tea Party (LTP) attracted 70 takers including Kathy. While Phil Mitchell put on a show to excite the happy throng, the rest of the AUS team were practising in various locations around the field.

Thursday 17th October: More practising today but I broke my towline, and this was my last one, the first being gobbled up by a motor bike on the Sierra Cup flight line. My fun continued - I sat on an open tube of superglue. Fortunately I was able to free the clothing from my skin but the trousers were "cactus" and firmly bonded to my undies. Thankfully Brian Van Nest was able to lend me a 150 lb towline – mine in the past have only been 80 lb line, so more weight and drag, but who's complaining?

The Opening Ceremony went off very well in perfect afternoon weather. Speeches were effective and short and a great quantity of free food and soft drink was provided in the shade by Gabby's, the local Mexican restaurant. Only real drama



Big gas ships are great to see and hear


Australia had the biggest team at the World Champs

was Albert snared his RV on a tree in the parking lot and Vin, being the lightest and most agile, scampered up onto the roof to push the offending branches away, as Albert carefully moved the big vehicle out of harms way. That evening Kathy and I had drinks around the pool with the German team – they were all staying at Days Inn.

THE WORLD CHAMPS COMPETITIONS BEGIN

Within a few days this event would be acknowledged as the best World Championships run in the western hemisphere. It was carefully planned and it ran like clockwork. It would be recognised as a World Championships that delivered and gave back to the flyers in spades.

Friday 18th October F1A: The flight line for F1A was 900 m long and there was an additional 400 m to the car park on the north eastern end of the field, so it was along walk to the cars. There were 103 flyers. Fortunately, I arrived early to trim off my best thermal model because the stab adjuster had mysteriously loosened, maybe in the flight over? My early rounds model was misbehaving so, after 4 test flights, I retired it and reverted to my thermal model.

My R1 launch went a bit right and it nearly maxed. I struck some sink in R2 but managed to hook into nice air in R3 to max. Albert dropped R1 badly but maxed R2 and 3. After 3 rounds, I was only 30 seconds behind Phil Mitchell, who had dropped one round. Albert was a further 43 seconds back, and then disaster struck in R4 for me. The model pulled hard right on launch and I wasn't able to save it with the RDT, so it damaged the wing and broke a boom. Electing to fly last I had no time to get another model ready, so my score was 5 seconds! All over.

While it got worse for me (my next flight was 42 secs), Phil maxed all his remaining rounds but his R3 drop was unfortunate. Albert only dropped R6. He survived a line tangle with a re-fly and later elected to straight tow because the wind was coming from all directions. He really got some good flights. I finished 100th out of 103, my worst ever result; my competition number was 13 and it was Friday – that says it all. Albert did better, placing 71st.

The air on the day was tricky. For example, Jama Danier (CDN) put up a 130 metre launch in round 4 and was back on the ground in 90 secs!

There were 3 FOs, and only 3 would come back for the 10 minute FO - Constantin Brinzoi (ROU) became the 2019 F1A world champion from Dusan Fric (CZE) and Christian Andrist (SUI).

Saturday 19th October F1B: There were 96 flying and it was cool with a light breeze. Craig Hemsworth looked good through most of the rounds maxing until R7. His R4 was a nail biter. He came out to the line and launched with a minute to spare. He looked very doubtful but the Aussie flappers come out and he started to ride a light bubble, and max. In R5, Gary Goodwin stepped up (Craig had broken a motor) launching into a boomer, spiking another mass launch. Richard followed also getting good height to max. Craig came out to the line in the same round with 15 minutes remaining, and waited until the last 5 minutes to launch. Not as high as Richard but he still maxed.



Kathy launching for Malcolm


Roll and Fall launches - Per Findahl shows technique


Craig raises the dust in his F1B launch



F1B WC - Mickael Rigault (FRA)

While R7 air seemed good there were long waits between launches. Richard got his max after a patient wait. Craig was clean until R7 when he dropped with a time of 105 seconds, being literally dumped out of good air. Only Aussie to make the FO was Richard Blackam.

There were three FOs, the final 10 minute morning FO was near the orchard and all 3 models drifted over the trees. The two lead models were clocked off OOS, with Mickael Rigault (FRA) winning from Andreas Gey (GER) with Marian Popescu (ROU) in third place.

Sunday 20th October F1C: All three Aussies got the two 4 minute rounds in light breeze. Things would change. Gary Pope fluked a few flights, maxing from seemingly impossible heights with his very forgiving Slava model.

Shayne McDonald dropped a scant 2 seconds in R4. R4 was the breezy round and Roy was lucky, DTing to max from 10 metres. Gary over-bunted, lost altitude and dropped 8 seconds.

R5 was gusty and dusty, really dusty, but the Aussies all maxed. Many were now wearing face masks but the dust was so fine it got in everywhere. R6 was a game changer for the Aussies. It was still gusty and dusty and Gary was about to go from #3 Aussie to #1, as Shayne dropped 39 secs and Roy dropped 22 secs. Gary launched last, his model hooking left like it did in a number of launches, this time with a bad stall. But he was in lift, and he maxed!

Dust devils were prevalent in R7 and there were a few good ones. One destroyed Gary's tent but all Aussies maxed. There would be 14 returning for a 12 minute FO the next morning. All Aussies would be spectators.


Craig did a lot of retrieves


Which one is higher? Love the moon shots.



2019 World Champ launches


Roy Summersby kicks up the dust


The Aussie team masquerades

Monday 21st October F1C: USA's 22 year old former Junior World Champion Taron Malkhasyan (Babenko Raptor) convincingly won the final FO with a time of 9 mins 54 secs from the 2017 world champion Yury Shvedenkov (CAN), 1 min 54 secs behind. Russia's Nikolay Rekhin placed a close third. The Aussies placed in a cluster – Gary 25th, Roy 29th and Shayne 32nd. This close cluster rewarded our F1C team with an excellent team placing of 5th out of 23 countries that flew.

The free Oktoberfest festival was held that afternoon at the field. Barrels of beer flowed and delicious sausages and other morsels attracted a good crowd. The music of Ken Bauer (piano) and Dave Rounsaville (guitar) was too hard to resist. We departed at 7.30 pm but I believe Richard Blackam was enticed to finger the strings. I'm sorry I missed that.

Tuesday 22nd October: Today was an easy day with just the Closing Ceremony at 2 pm and the bus to the Banquet at Bakersfield leaving at 5 pm. The Closing Ceremony was held at Wonderful Park and like the rest of the World Championships it went very well. When it was all over, the FAI flag was lowered and handed on to the next host country France, for 2021.

The banquet at Buck Owens Crystal Palace was well supported with over 220 attending. Pretty good food, an open bar for the first 2 hours and an excellent band and a packed dance floor indicated everyone had a very good time. Having six buses to get us all safely there and back was another thoughtful consideration by the organisers.

Wednesday 23rd October: The Kotuku Cup for F1A followed the World Champs format with the first two rounds of 4 minutes in negligible breeze. Being short my best model, I stayed with my long model for R3 as thermals were slow to develop. Sadly this was the wrong decision because I dropped R3 significantly. Albert was still feeling very off colour and his scores reflected this so much that he withdrew after R4. I got my act together for the next 3 rounds before getting 70 secs in the final round when my model launched magnificently, only to kite for the whole flight and fall out of the lift it was launched in.

Only 11 came back for the second FO (8 min) at 5.45 pm where it was decided. Per Findahl launched from the eastern end of the field and started to scribe out what would be two majestic 4 minute circles. His altimeter recorded a launch of 125 metres. He won with a time of 7 min 9 secs, well clear of Emmanual Ragot (FRA) with Frank Adametz (GER) a scant 2 seconds behind in third place. Phil Mitchell did very well to place 8th, but he was 1 min 38 secs off the winning time.

We had dinner on the field with 12 Aussies plus Igor Vivchar and Kiwi Paul Squires. It was mild night with a clear sky when we said goodnight and drove off the field at 9 pm. Tomorrow would be F1B and F1C but Kathy and I would be going touring.

Thursday 24th October: So what of our F1B and F1C flyers on that day? Gary, Vin and Richard all flew and all made the FO, and finished in that order, in positions 11,12 and 17. Craig went home after the World Champs. Bill Booth (USA) won with 7 mins 3 secs from Ismet Yurtseven (TUR) with 6 min 20 secs. Mei



F1A WINNERS



F1B WINNERS



F1C WINNERS


The wonderful Buck Owens Crystal Palace

Quansheng (CHN) was third 8 secs behind.

15 flew in F1C with only Roy representing Australia. The two Tamworth boys were already on a plane heading home. Roy was one of 11 who made the first FO but his run ended there. Only 6 made the final FO with Nikolay Rehkin (RUS) winning with 7 min 8 secs from Mijiddorj Gongor (MGL) 1 min 20 secs in arrears. Ricardo Mario Palmieri (ARG was third).

Friday 25th October: Checkout day and the car had all the dust washed off and out of it. We had two more nights in the US, stopping at Ventura. On Saturday, we had fish and chips on the deck at Hollywood Beach in the Channel Islands and an afternoon spa back at the motel, and then we repacked our bags for the long flight. We were both keen to get home.

The organisers had done an outstanding job in staging one of the best FAI World Championships in modern times. The main event and accompanying competitions went without a hitch. The entry fees were used to produce an excellent competition on a very well prepared field with toilets at all points of the compass and many places in between. Gabby's truck supplied wonderful food on the key days and all flyers and helpers who attended were rewarded with excellent supporting functions (like the Oktoberfest, the Ladies Tea Party and the Banquet). And the goodies bag actually contained a lot of useful goodies!

To Charlie and Geralyn Jones, Brian and Janna Van Nest, Mike McKeever, Roger Morrell and Lindy Murrell, John Lorbiecki, Bill and Sue Booth and Brian's team of efficient and eager time keepers and others, well done! You have set a template and a standard for all future World Championships.

Sierra Cup RESULTS

F1A Sierra Cup Results

NID	Surname	Given Name	FAI ID	R 1	R 2	R 3	R 4	R 5	R 6	R 7	FO 1	FO 2	FO 3	Total	Place
SWE	Findahl	Per	24737	240	240	180	180	180	180	180	360	480	513	2733	1
ISR	Shichman	Ittai	90565	240	240	180	180	180	180	180	360	480	463	2683	2
SWE	Hellgren	Robert	24742	240	240	180	180	180	180	180	360	480	432	2652	3
AUS	Mitchell	Phil	54379	240	240	180	180	180	180	180	360	480	285	2505	17
AUS	Campbell	Malcolm	54372	216	225	180	180	180	180	95				1256	65
AUS	Fathers	Albert	54374	173	210	0	180	180	171	180				1094	75
		Max for round		240	240	180	180	180	180	180	360	480	600		
		# of max in round		69	66	73	64	71	65	72	33	19	0		
		Number of flyers		80											

F1B Sierra Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	FO 1	FO 2	FO 3	Total	Place
GER	Batiuk	George	25478	240	240	180	180	180	180	360	480	288	2328	1
ISR	Mark	Gilad	65394	240	240	180	180	180	180	360	480	262	2302	2
USA	Norvall	Lawrence	112644	240	240	180	180	180	180	360	477		2037	3
AUS	Blackam	Richard	54369	240	240	180	180	180	180	360	182		1742	11
AUS	Goodwin	Gary	130336	240	240	180	180	180	180	199			1399	34
AUS	Hemsworth	Craig	82949	240	240	150	3	180	157				970	74
		Max for round		240	240	180	180	180	180	360	480	600		
		# of max in round		67	62	69	66	65	70	11	2	0		
		Number of flyers		78										

F1C Sierra Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	FO 1	FO 2	FO 3	Total	Place
AUS	Tolmie	Shannon	133369	240	240	180	180	180	180	360	480	318	2358	1
UKR	Katyba	Serhiy	100916	240	240	180	180	180	180	360	480	21	2061	2
CAN	Shvedenkov	Yury	16308	240	240	180	180	180	180	360	325		1885	3
AUS	Summersby	Roy	54385	240	240	180	180	180	180	0			1200	18
AUS	Pope	Gary	85251	240	209	180	180	180	180				1169	24
		Max for round		240	240	180	180	180	180	360	480	600		
		# of max in round		32	21	29	28	29	29	7	2	0		
		Number of flyers		32										



World Championships RESULTS



F1A World Championships Results

NID	SURNAME	GIVEN	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
ROU	BRINZOI	Constantin	80034	240	240	180	180	180	180	180	360	480	397	2617	1
CZE	FRIČ	Dusan	30491	240	240	180	180	180	180	180	360	480	374	2594	2
SUI	ANDRIST	Christian	11127	240	240	180	180	180	180	180	360	480	364	2584	3
AUS	MITCHELL	Phil	54379	240	240	173	180	180	180	180				1373	38
AUS	FATHERS	Albert	54374	160	240	180	180	180	162	180				1282	71
AUS	CAMPBELL	Malcolm	54372	226	217	180	180	5	42	180				1030	100
		Max for Round		240	240	180	180	180	180	180	360	480	600		
		# Max in Round		87	82	92	84	88	78	87	21	3	0		
		Number of flyers		103											

F1B World Championships Results

NID	SURNAME	GIVEN	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
FRA	RIGAULT	Mickael	60241	240	240	180	180	180	180	180	360	480	341	2561	1
GER	GEY	Andreas	19524	240	240	180	180	180	180	180	360	480	313	2533	2
ROU	POPESCU	Marian	79131	240	240	180	180	180	180	180	360	480	240	2460	3
AUS	BLACKAM	Richard	54369	240	240	180	180	180	180	180	183			1563	33
AUS	HEMSWORTH	Craig	82949	240	240	180	180	180	180	105				1305	76
AUS	GOODWIN	Gary	130336	240	225	180	180	180	85	180				1270	79
		Max for round		240	240	180	180	180	180	180	360	480	600		
		# Max in round		82	69	87	80	88	80	89	11	3	0		
		Number of flyers		96											

F1C World Championships Results

NID	SURNAME	GIVEN	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
USA	MALKHASYAN	Taron	72144	240	240	180	180	180	180	180	360	594		2334	1
CAN	SHVEDENKO	Yury	16308	240	240	180	180	180	180	180	360	490		2230	2
RUS	REKHIN	Nikolay	21695	240	240	180	180	180	180	180	360	478		2218	3
AUS	POPE	Gary	85251	240	240	180	172	180	180	180				1372	25
AUS	SUMMERSBY	Roy	54385	240	240	180	180	180	158	180				1358	29
AUS	MCDONALD	Shayne	130337	240	240	180	178	180	141	180				1339	32
SRB	LAKIC	Dragan	62025	240	240	180	149	170	180	180				1339	32
		Max for round		240	240	180	180	180	180	180	360	480	600		
		# Max in round		51	47	51	41	51	45	45	16	0	0		
		Number of flyers		57											

Kotuku Cup RESULTS

F1A Kotuku Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
SWE	Findahl	Per	24737	240	240	180	180	180	180	180	360	429		2169	1
FRA	Ragot	Emmanuel	60200	240	240	180	180	180	180	180	360	388		2128	2
GER	Adametz	Frank	19495	240	240	180	180	180	180	180	360	386		2126	3
AUS	Mitchell	Phil	54379	240	240	180	180	180	180	180	360	331		2071	8
AUS	Campbell	Malcolm	54372	240	220	130	180	180	180	70				1200	45
AUS	Fathers	Albert	54374	219	105	101	100	dnf	dnf	dnf				525	55
		Max for round		240	240	180	180	180	180	180	360	540	600		
		# of max in round		44	39	47	48	43	47	44	11	0	0		
		Number of flyers		59											

F1B Kotuku Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
USA	Booth	Bill	25503	240	240	180	180	180	180	180	360	423		2163	1
TUR	Yurtseven	Ismet	102752	240	240	180	180	180	180	180	360	380		2120	2
CHN	Quansheng	Wei	129626	240	240	180	180	180	180	180	360	372		2112	3
AUS	Goodwin	Gary	130336	240	240	180	180	180	180	180	332			1712	11
AUS	Morgan	Vin	82954	240	240	180	180	180	180	180	322			1702	12
AUS	Blackam	Richard	54369	240	240	180	180	180	180	180	287			1667	17
		Max for round		240	240	180	180	180	180	180	360	480	600		
		# of max in round		32	29	31	34	31	29	33	4	0	0		
		Number of flyers		36											

F1C Kotuku Cup Results

NID	Surname	Given Name	FAI ID	R1	R2	R3	R4	R5	R6	R7	FO 1	FO 2	FO 3	Total	Place
RUS	Rekhin	Nikolay	21695	240	240	180	180	180	180	180	360	428		2168	1
MGL	Gongor	Mijiddorj	111688	240	240	180	180	180	180	180	360	348		2088	2
ARG	Palmieri	Ricardo Mario	107642	240	240	180	180	180	180	180	360	312		2052	3
AUS	Summersby	Roy	54385	240	240	180	180	180	180	180	200			1580	11
		Max for round		240	240	180	180	180	180	180	360	480	600		
		# of max in round		15	14	15	15	14	14	14	6	0	0		
		Number of flyers		15											

WORLD CHAMPIONSHIPS PHOTO LINKS:

CLICK ON THE LINKS BELOW:-

2019 FAI FREE FLIGHT WORLD CHAMPIONSHIPS
https://www.flickr.com/photos/motor-racing-photography/albums/72157711591559266

2019 SIERRA CUP
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2019 KOTUKU CUP
https://www.flickr.com/photos/motor-racing-photography/albums/72157711591762266

Gary Goodwin talks to Kia Handley on Radio Newcastle about free flight model aircraft:
https://www.abc.net.au/radio/newcastle/programs/mornings/free-flight-airplane/11657840
(12 minutes)

INDOOR 2019

Peanut Scale State Championships

B S H S Hall 17 August 2019



Report and photos by John Lewis

Brian Taylor's magnificent Bristol Scout D

2019 has been a good year for indoor entries however our last indoor day for the year was a bit disappointing with only 3 entries in Peanut Scale. I generally remind Ben through the week but forgot on this occasion so that may have resulted in two more entries as both Ben and Annika regularly attend this event.

Both John and Larry were flying the same models as in previous years while Brian had his beautifully made Bristol Scout entered for the first time. Brian has been testing and trimming this model throughout the with his initial flights but as the day wore on it was looking better and better.

John was first to record an official flight but his trusty old Fike failed to gain more than half the height it normally achieves. Larry too was having difficulty making long scoring flights. Both John and Larry experimented with different rubber thickness and were rewarded with better times. By the end of the day all models were successfully achieving good times and gaining their respective ROG bonus points.

Since there was no static judge available it was decided to average the static points over the last 3 years for both John and Larry's models while John and Larry judged Brian's new model. The overall results were relatively close with Brian first John second and Larry third.

The next Indoor event is planned for March 2020 giving you plenty of time over the Christmas holidays to build a few indoor models.

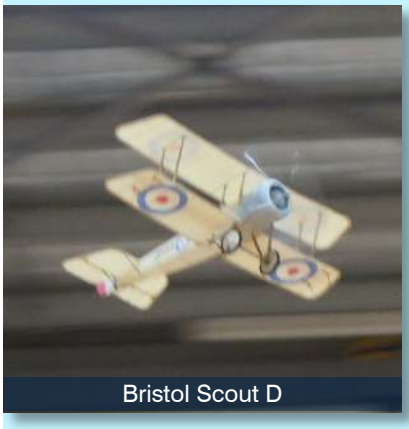


Larry Brownlow's little Waco SRE against the far wall



John Lewis's venerable Fike E does another lap





Bristol Scout D



Waco SRE



Fike E

PEANUT SCALE RESULTS

Name	Model	Static	flight time + ROG	Total
Brian Taylor	Bristol Scout D	38.5	20.6	59.1
John Lewis	Fike E	27.8	27.0	54.8
Larry Brownlow	Waco SRE	33.8	19.0	52.8

12.5 Years of BFFS Digest Covers

I thoroughly enjoyed rereading the Dalby Nats digest. The covers also bring back fond memories. When each edition arrives in my inbox there is that little bit of excitement - like walking into Arthur Gorries' hobby shop at 604 Stanley St as a kid - you sort of knew what was inside but it was always an enjoyable couple of hours checking things out. Cheerio John Lewis

You have put an enormous effort into the Digest over the years to showcase free flight activities of BFFS! A top effort worthy of a medal. The Nats at Dalby certainly brings back memories both good and bad but you certainly captured the events for posterity! The excellent photos you have taken have recorded history as it was made. Congratulations for your efforts over the years. Cheers John DT

Fantastic Mal, great work with the collation and for all the years you've taken the time to record these special moments. Craig Hemsworth

Very good record of your efforts over the years Malcolm. Old memories are certainly stirred of good times and unfortunately of those members who are no longer able to fly as they once did. There were some highlights and personal low lights remembered from the Nationals at Dalby. Let's hope you can keep up the good work for years to come.

Regards Graham Maynard

Hi Malcolm, Add me to the list of those who appreciate your efforts, not only in tirelessly producing the BFFS Digest but in also coming up these little extras as well. Cheers Larry Brownlow

CONSTRUCTION CORNER



The classic Y Bar turns into Slytherin

Article and photos courtesy of John Lewis. *It's been some time since any BFFS member has flown a Y Bar. John's version is slightly larger than the one Pieter de Visser so famously flew at the 1999 Oakey Nats.*

I have had the Y Bar plan for some time and always intended to build it for our local QDP (Queensland Diesel Power) event. I was part inspired to get started after breaking my current Dixielander when it hit a tree. John Taylor was thinking about a Yeoman Dixielander kit he had put away for QDP as well, and the topic of the fuel cut off came up. After finding the drawings of the cut off unit I was using in my current model I decided to make a new cut off which led to building a model for it.

For me the Y Bar looked a little small so I had the plan enlarged to 110%. I had a couple of old Kevlar F1A booms available and decided to make a pod and boom fuselage to go with the Y Bar flying surfaces. Most of my model names start with the letter "S" and the name "Slytherin" from Harry Potter came into my head. Once I had the name organized it was time to get started.

I thought a good way to make an engine pod would be on the lathe so off to the local hardware (Bunnings) to pick up a 300 X 16 mm bolt for a mandrel. With my new PAW mounted on bearers I had the major bits to start.

My trip to Bunnings had also provided me with some 12 mm medium grade balsa which I was able to strip down to the appropriate size.

The bolt needed to be held between centres so I used a suitable centre drill to drill one end of the bolt so it could be supported via the tail stock.





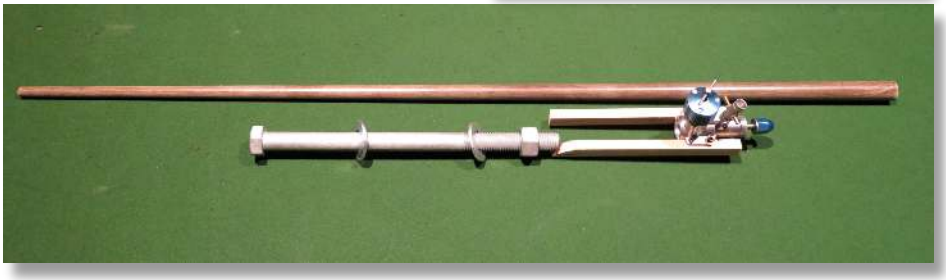


Now the fun bit - creating the pod





With the motor pod shaped the next thing was to use the existing hole through the centre to accommodate the boom and fuel tank. I decided to make a shim brass tank with the brass wrapped around some 20 mm dowel. I have found that 2 mm whipper snipper nylon





line fits neatly into K&S ⅛" soft brass tubing allowing you to make tight bends without flatting the tubing.







After you have made the bends the nylon line can be withdrawn without too much difficulty.

Getting the fuel tank inside with the pipes extending outside meant cutting slots that were later filled with the original material that was removed.







Once the tank and boom were securely attached it was time to start on the pylon making provision for the tracker aerial. Actually I didn't like this pylon and made a second one with less angle.



Now that I had the fuselage width established I could made the fuel cut-off



Not wanting to use my last Seelig ½A Power timer I decided to modify a Seelig F1B timer and manufacture an external hot start. I also used 2 oz glass cloth and epoxy resin on the pylon and pod to create a more durable surface.





With the fuselage well under way, I needed to start on the stab and wings.





I have always liked wooden clothes pegs as clamps used with white glue to hold the leading edge sheeting in place. There was only a moderate curve in this case but if you are faced with trying to bend sheeting into a more radical curved shape I find ammonia added to warm water often helps.





I made facer ribs for the two piece wings out of printed circuit board. To remove the copper I use Ferric Chloride but you can probably find something more environmentally friendly. I have cut down a plastic container with a flat side that I use to leave the rib shapes until the solution eats away the copper. A few lightening holes, a bit if roughing up and epoxy then to the centre ribs.





Generally I just run the DT line through the boom but I thought I would use some 2 mm aluminium tubing full length so I could easily replace the DT line if needed in the future. It was all going well bending a soft radius in the end of the tubing that would exit at the tail end. Once again I used nylon line to stop the tubing compressing - in this case I found Schneider 68 lb line was approximately 1 mm in diameter and a good fit.

The problem came about trying to get the aluminium tubing to exit at the front end as a neat 2 mm hole.



Now I thought I would just run some 0.6 mm piano wire through and that should easily fit through the 2 mm hole. Problem was I couldn't get it to line up. Then I remembered I had some rare earth magnets that I use for hatches. This worked a treat attaching through the Kevlar tube the magnets guided the wire to and out the exit hole. I then used the wire pushed in into one end of the aluminium tubing to guide it through.



Finally the construction was completed and I got started on the best bit - the covering and decorating.







As a final bit of bling, I machined a DT and rubber band attachment “T” for the stab and epoxy this in place after the stab is covered.

I wind my own springs like the one used on the cut off. For fine springs I use guitar strings usually No 9 or 10 but in the case of the cut off where I want some serious grunt I use 0.8 mm piano wire.



After selecting a suitable mandrel (drill bit or piano wire) I slide the spring wire in one of the spaces in the 3 jaw chuck on a hand drill. Then bend the wire at 90 degrees and with my thumb pressing the wire hard against the mandrel, I use my free hand to wind the drill. I simply wind till I have enough spring.

You must be aware that once you let the spring go it will expand a little in width so you may need to accommodate for this.











Super light and raring to go, Mark Armour's new F1G will look very good alongside his larger fly-off model. Mark is preparing an article about the development of his superbly built coupes and this will appear in our March 2020 edition of the BFFS Digest



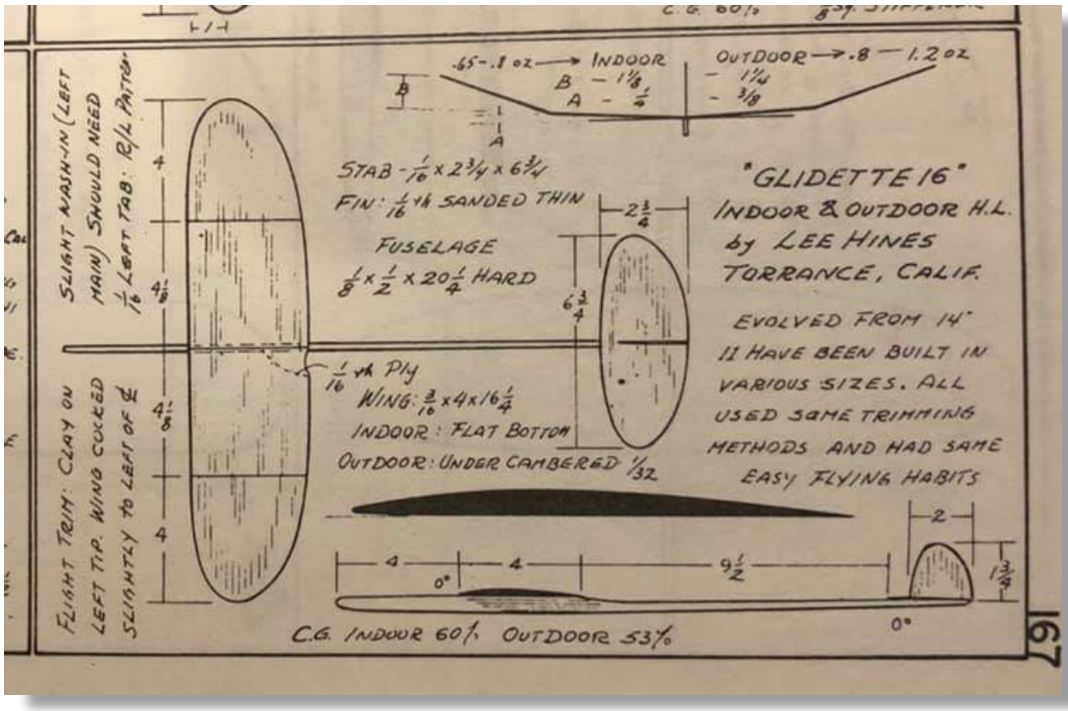
This video is absolutely inspirational. This is probably not a windy weather outdoor model, but it is superbly built, and wait until you see the flying at the end. Sit back and enjoy watching the work of a master craftsman from Waywayanda, New Jersey (NW of New York) This is a great little video! I wish it was my plane.

https://www.youtube.com/watch?v=GdQj89ppXyw&fbclid=IwAR2dExfFUEjpH68G81KYZkYItHoGo8lRt8byiOHkuCROiSewIlO1aSH1oL8&app=desktop

Additional series of photos and videos showing the building process of the 27" rubber-powered free-flight model of the 1944 Seafire Mk L.III. Model designed & scratch built by Tom Hallman in 2014.

Music: “Nuvole Blanche” performed by Rousseau.

More info about rubber-powered modelling at:
http://www.flyingacesclub.com
http://www.easybuiltmodels.com/
http://www.volareproducts.com/BUY/
http://www.hippocketaeronautics.com
https://outerzone.co.uk/index.asp
Keil Kraft kits: http://www.ripmax.com/search.aspx?Sea...





Spectrum 2 - John's latest E36



And it's not over until it's in the box!

Johnny's Struggle With The Scales



P20 - it may be an obsession for some?



At last! One that weighs under 24 g.

My first model flew well and often made the 60 second max but unless I found lift it would never make the 90 second first round max that was introduced. So I stopped flying it for a year then decided to build another model, hopefully lighter. Unfortunately it turned out heavier and didn't fly as well as the original model! So I decided to start flying the original model again to at least make up numbers.

I found some light 1 mm balsa at Bunnings and decided to have another go at getting the weight closer to the minimum with number 3. Unfortunately this didn't achieve much gain and if I can find a nice calm day to trim it I am hoping it will be at least as good as the first model.

Recently I discovered I had some very light 1/32" SIG contest balsa and since I had made a new form to make the 3rd model fuselage I decided to have another go at getting the weight down. At last I got it on weight (very rare for me). All a bit of a challenge but I am rather excited I got the weight right at least. I just have to avoid those monster thermals that ate Malcolm's super-light model last September. Still, I have some heavy models to test the thermal strength.

I might make a new fuselage for No 2 now I have discovered the the right balsa to use. I have rolled a new fuselage for another P30 as well (different form) so that's my next project.

One benefit of making more P20s is I get to make another model box for the last two. Although making models is lots of fun, the best part is making the box to put them in. I just need to find a decent trimming day.



As seen in May 2019 "TORQUE" NZ

I tried out a hint that I had seen in one of the Model Airplane News magazines. I needed to bend up a vent tube for a glow fuel tank.

I always have problems preventing the brass tube from crimping in the bend, so I tried the following:

Connect some fuel tube to the brass tube and fill with water, freeze and then form your bend. In this case I used screwdriver handle to give me the radius I wanted. It bent perfectly with no crimping.

Allow the ice to melt and you are good to go.

BFFS Spy





Des's $26 worth of fun. It thermals and is easy to fly.



Small and unobtrusive. When will it strike again?





RIP Good little P20

Lesson learnt: Don't launch on full turns so late in the morning!





As reported in the NSWFFS Free Flighter

"Additional work has been carried out on the house which includes new water tanks and fence capping. We are now trying to mechanically reduce the number of rocks in the NW corner of the field. A two day trial using a hired grader to windrow the rocks for disposal is currently in place.

We have new gates at the field entrance and now three 20 foot steel containers in our machinery shed for storage of nationals equipment, the MAAA museum and our lawn mowers and tools. We have a roof over our men's toilet and shower block plus extra shelves in our library and lounge room. Most of the dead trees have been burnt and the field is looking smooth and good."

When do you plan to visit Australia's showpiece free flight field? It's certainly worth a look - don't forget to bring a few things to fly.

EXTREME WEATHER FLYING, BFFS STYLE





JOKES PAGE



Recently, I was diagnosed with A.A.A.D.D. – Age Activated Attention Deficit Disorder.

This is how it manifests:

I decide to water my garden.
As I turn on the hose in the driveway,
I look over at my car and decide it needs washing.

As I start toward the garage, I notice mail on the porch table that I brought up from the mail box earlier.

I decide to go through the mail before I wash the car.

I lay my car keys on the table, put the junk mail in the garbage can under the table, and notice that the can is full.

So, I decide to put the bills back on the table and take out the garbage first.

But then I think, since I'm going to be near the mailbox when I take out the garbage anyway, I may as well pay the bills first.

I take my cheque book off the table, and see that there is only one cheque left. My extra cheques are in my desk in the study, so I go inside the house to my desk where I find the can of Coke I'd been drinking.

I'm going to look for my cheques, but first I need to push the Coke aside so that I don't accidentally knock it over.

The Coke is getting warm, and I decide to put it in the refrigerator to keep it cold.

As I head toward the kitchen with the Coke, a vase of flowers on the counter catches my eye–they need water.

I put the Coke on the counter and discover my reading glasses that I've been searching for all morning. I decide I better put them back on my desk, but first I'm going to water the flowers.

I set the glasses back down on the counter, fill a container with water and suddenly spot the TV remote. Someone left it on the kitchen table.

I realize that tonight when we go to watch TV, I'll be looking for the remote, but I won't remember that it's on the kitchen table, so I decide to put it back in the den where it belongs, but first I'll water the flowers.

I pour some water in the flowers, but quite a bit of it spills on the floor. So, I set the remote back on the table, get some towels and wipe up the spill.

Then, I head down the hall trying to remember what I was planning to do.

At the end of the day:

- *the car isn't washed*
- *the bills aren't paid*
- *there is a warm can of Coke sitting on the counter*
- *the flowers don't have enough water,*
- *here is still only 1 cheque in my cheque book*
- *I can't find the remote*
- *I can't find my glasses*
- *and I don't remember what I did with the car keys.*

Then, when I try to figure out why nothing got done today, I'm really baffled because I know I was busy all the damn day, and I'm really tired.

I realize this is a serious problem, and I'll try to get some help for it, but first I'll check my e-mail....





Looking back

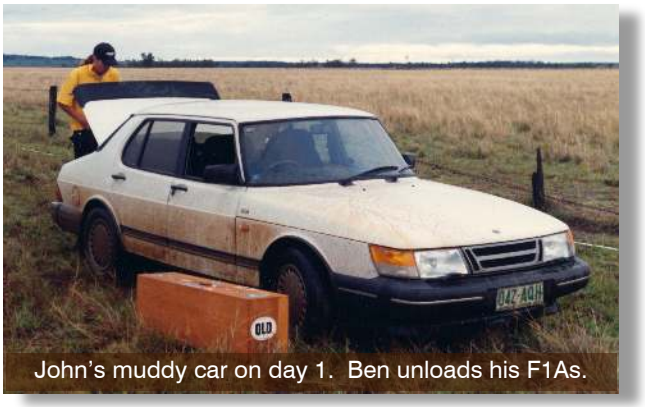


To the Toowoomba (Oakey) Nats 1998

By Pilot Bear



I recently found an envelope inside a photo album containing photos from the 52nd Nationals. The free Flight events were held in Oakey, Queensland, adjacent to the army base. From memory the flying site was ideal with a large flat grass paddock. The winds were light and from the same direction throughout the week however on the first morning access to the field was restricted due to heavy rain the night before. John's car shows signs of the muddy trip into the field (see right).



John's muddy car on day 1. Ben unloads his F1As.

The State hosting the Nats has the option of holding a special event. Alan Thomas was keen to promote LSq/100 (Wakefield) and generously sponsored this event. In keeping with the early rules, the event was run over 3 days with competitors making one flight each morning between 5 and 6 am before the running of the regular events. Don't you love early starts?

The final morning of the Nats provided a fly-off opportunity. Models were launched from a table to provide a flat take off surface and were set the task of a 5 minute max. The LSq/100 event attracted 14 entries and was a great success.



Sponsor Alan Thomas prepares his model in the early morning



Howard Gostelow launches as Malcolm Campbell videos the action



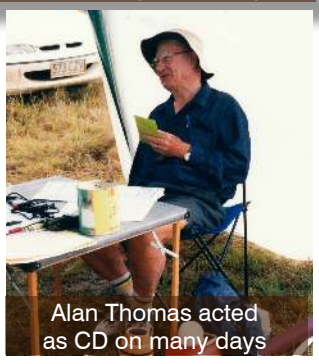
Larry Brownlow, Brian Taylor, Col Somers, Keith Murray, Rex Bain (NZ), Des Slattery, Pieter de Visser, Jon Fletcher and Howard Gostelow line up for the fly-off of LSq/100



Pieter de Visser's California Champ was the best finished model. Pieter won Champ of Champs.



Alan Thomas with the winners - L to R: Keith Murray, Pieter de Visser and Des Slattery



Alan Thomas acted as CD on many days



Malcolm Campbell and Mark Armour were new club members and Oakey was their first Nats. Malcolm brought up a brand new tent to use, but it was quickly commandeered for official duties by Ron Munden and Alan Thomas (see photo left). In the background are two Saabs. Larry Brownlow stands behind his on the left.

The two photos below on the left show some Nats regulars. Kiwi Alwyn Graves is with with Jon Fletcher while the middle photo is of Howard Gostelow with his Playboy, with Kiwi Rex Bain at the back of Howard's station wagon (I believe Rex bogged it once). The late Big Bill Thomas is in the third photo.

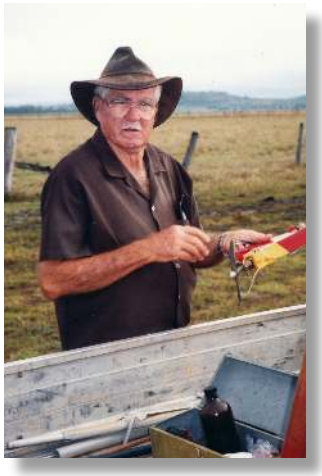
















Pieter de Visser (above) with F1A, Van Richard-Smith with familiar chequered Seraph, then Adrian Bryant and his trusty ute (and axe). Below that is John Lewis with MAAQ president Dr Jeffery Phillips presenting trophies. Jeff passed away early 2019. And finally, to the left of that is Des Slattery, holding Malcolm's brand new Pink Elephant.

2019 Champion of Champions Points Table



Name	F1H	OP	F1J	F1G	F1A	F1B	Scale	HLG	CLG	E36	OR	P30	Total
John Lewis	4	5	5	5	3	5		5	3		5	5	45
Brian Taylor	3			3			4	4	2	3	4	1	24
Malcolm Campbell					4		5	3	5	4			21
Ben Lewis	5			1	5	4							15
Des Slattery		4	3	2						1	3	2	15
Kathy Burford					2				4	5			11
Peter Nash		3	4							2			9
Ron Munden		2	2								2		6
Dale Jones				4									4
Alex Armour												4	4
John Taylor						3							3
Max Armour												3	3

2019 Club Champion Points Table



Name	E36	P20	½ Hr	Scram	QDP	Mini	Power	P20	Frog	LSq/100	No Frills	100 gm	A1	Total
John Lewis			5	5	5	3	4	3	5	5	5	40		
Brian Taylor	5							5	4		4	3	21	
Malcolm Campbell	4	5	4	4		4								21
Des Slattery			3						5	4				12
Kathy Burford	3						5							8
Mark Armour											3	4	7	
Peter Nash						4								4
Dale Jones		4												4
William Jones		3												3

2019 Indoor Champion Points Table



Name	Delta Dart	HLG/CLG	EZB	Hanger Rat	P18	Peanut Scale	Total
Brian Taylor	4	4	4	5	5	5	27
John Lewis	5	3	3	2	3	4	20
Larry Brownlow			5	4	4	3	16
Ben Lewis	2	5	2	1			10
Ron Munden		2	1		2		5
Des Slattery	3	1					5
Annika Lewis				3			3
Van R-Smith					1		1

BFFS CHRISTMAS PARTY 2019

Perpetual trophies



Champion of Champions - John Lewis



Club Champion - John Lewis



Champion of Champions Indoor - Brian Taylor



State Champion F1A - Ben Lewis



State Champion F1H - Ben Lewis



State Champion F1J - John Lewis



State Champion Scale - Malcolm Campbell



Col Somers Vintage Award - Des Slattery

Outdoor State Championships


F1A


F1B


F1J and Open Power


F1H


F1G


Open Rubber


Scale


E36


P30

Indoor State Champs


HLG


CLG


F1L


Hanger Rat


HLG


Peanut Scale and P18


Delta Dart





The Christmas Party photos





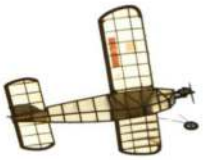






I know, it's not an Aussie Christmas, but it will make you feel cooler





BRISBANE FREE FLIGHT SOCIETY
2020 Flying Calendar



Month		Date	Start	Event	Location.
January	F	Sun 19th	7-10am	Trimming day	Coominya
	🛠	Sat 25th	12-4pm	Bar-B-Que lunch & General Meeting	John's place
February	F	Sun 16th	7-10am	Trimming Day	Coominya
	CP	Sun23rd	7-11am	Club Day 2 Min Class models (3 flights)	Coominya
	IND	Sat 29th	3-6pm	Indoor - Delta Dart	BSHS
March	🏆CP	Sun 15th	7-2pm	F1H State Champs (5 flights), E36 club event (3 flights)	Coominya
	F	Sun 29th	7-2pm	Dale's Fun Day including P20	Coominya
April		2nd - 8th		AFFS Champs	Narrandera
		11th – 13th		SCC (F1A, B and C)	West Wyalong
	IND	Sat 18th	3-6pm	Indoor HLG/CLG	BSHS
	🏆	Sat 25th	8-12pm	Open Power State Champs (5 flights)	Dalby
	🏆	Sun 26th	8-12pm	F1J State Champs (5 flights)	Dalby
		29th Apr– 6th	May	72nd Nationals	West Wyalong
May	F	Sun 3rd	8-12pm	Club **rubber model** fun & testing day incl Frog models	Coominya
	IND	Sat 9th	3-6pm	Indoor - EZB	BSHS
	🏆	Sat 16th	8-1pm	F1A State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 17th	8-1pm	F1B State Champs (7 rounds, R1 240 secs)	Dalby
	🏆	Sun 31st	8-12pm	F1G State Champs (5 flights)	Coominya
June	F	Sun 7th	12-4pm	Club Fun Day including P20 & ½ hr Scramble	Coominya
		6th – 8th		NSW and Vic State Champs (F1A, B and C)	West Wyalong
	IND	Sat 13th	3-6pm	Indoor - Hanger Rat	BSHS
	🏆	Sat 20th	8-1pm	Reserve F1A / Open power	Dalby
	🏆	Sun 21st	8-1pm	Reserve F1B / F1J	Dalby
	🛠	Sat 27th	8-1pm	Bar-B-Que & AGM	John's place
July	IND	Sat 4th	3-6pm	Indoor - P18	BSHS
	🏆	Sun 12th	8-1pm	Scale, HLG & CLG State Champs	Coominya
	F	Sun 26th	8-1pm	Club **power model** fun & testing day including E36	Coominya
August	CP	Sun 9th	8-1pm	Mini Power & QDP (3 flights each)	Coominya
	🏆	Sun 23rd	8-1pm	E36 State Champs (5 flights)	Coominya
		Sun 30th	8-1pm	Reserve day	Coominya
September	IND	Sat 12th	3-6pm	Indoor - Peanut Scale	BSHS
		12th – 13th		Team Selection Trials (F1A, B and C)	Dalby
	F	Sun 13th	8-1pm	Club Day trimming, Sports models & limited RC	Coominya
	🏆	Sun 27th	8-1pm	Open Rubber & P30 State Champs (3 flights each)	Coominya
October	CP	Sun 4th	7-1pm	Col's Vintage Rally, LSq/100 and No Frills Wakefield	Coominya
	CP	Sun 18th	7-1pm	100 g coupe and A1 Glider (3 flights each)	Coominya
		Sun 25th	7-1pm	Reserve Day	Coominya
November	F	Sun 1st	7-1pm	Club **glider model** fun & testing day including CLG & RC Gliders	Coominya
		Sun 15th	7-1pm	Reserve Day	Coominya
December		Sat 12th	12-4pm	Xmas party and prize presentation	TBA

🏆 Outdoor State Champs IND Indoor State Champs CP Club points apply F Fun Fly 🛠 Club meetings

FIRST DUTY OF THE KEYMASTER ON FLYING DAYS Text Jesse 0417 077 781 "*BFFS on the field*"

2020 FREE FLIGHT CALENDAR Ver 2 as at 29 November 2019

CONTACTS: ☎ John Lewis 07 3848 4280 ☎ Malcolm Campbell 07 3278 7164